in-ward opened. There was a communication in the matter from the Municipal Council in 1924 and the Government made certain promises in their letter D. Dis. No. 661 of 21/Genl., but nothing was done in the matter. The matter was of very great importance and should therefore be looked into urgently.

DEWAN'S REPLY: Mr. Manikkam Adaviyar, a water supply scheme for Nagercoil has been formulated, and I understand the Municipality will shortly submit its proposals for sanction, and I hope it will become an accomplished fact before long.

2. Then you touch upon the subject of grazing grounds. I am afraid I cannot do anything more than invite your attention to my reply to Mr. Kumaravelu Panikkar.

3. In the matter of a dairy farm, public park and public library, these are all matters to be taken up by the Municipality as they strictly form part of municipal activities.

4. On the subject of a woman doctor, maternity hospital or otherwise providing medical aid for women, I may inform you that a new lying-in ward has been opened in the District Hospital at Nagercoil. In the aided institutions—the Neyoor and the Catherine Booth Hospitals—excellent opportunity and ample facilities are available to women at Nagercoil for seeking medical aid. The Administrative Board, Medical Services, has carefully considered the question of a separate women's hospital for Nagercoil, and has come to the conclusion that, in view of the existence of the said two institutions, a separate maternity hospital for that place is not imperative.

95. Needs of the Kalkulam taluk.

MR. KANAKKU TAMPI MARTANDAN PADMANABHAN (*Member, Kalkulam taluk, Group I*) said that the absence of a Lower Grade English School at Kulasekharam was a great inconvenience as the nearest school was at Tuckalai eight miles away and that at Kuzhithura ten miles. The provision made for the compulsory teaching of English in the Vernacular Middle School at Tiruvattar did not meet the needs, inasmuch as even people who wished to undergo an English school education were obliged to spend three years in a Vernacular school, to pass the difficult public examination, *viz.*, the Vernacular School Leaving Certificate examination, and then to begin again from Form II. If it was not possible to open a departmental school, permission might be granted to Mr. Paramesvara Kurup to open a grant-in-aid school.

Departmental primary schools in the *pakuthies* of Mekkod, Kappiyara and Kotanallur should be opened immediately. The additional accommodation required in the Vernacular Girls' School at Padmanabhapuram, one of the oldest institutions in the State, should be provided at an early opportunity. Though primary education is said to be free, the people are at immense sacrifice putting up the necessary buildings in all places. If some reduction could be made in the expenditure now incurred on palatial buildings for higher education, it would be possible to put up the buildings and start the primary schools from the beginning of the school year 1926-27.

Kalkulam was an industrial taluk and a beginning should therefore be made in the matter of vocational training by opening an industrial school at Tuckalai. The most skilled weavers in the State belonged to Eraniel and Tuckalai, and Villikiri had long been famous for its leather works. To Tiruvitamkod belonged some of the best smiths in the State.

The importance of encouraging the study of Sanskrit was eloquently urged by Mr. K. S. Dharmaraja Aiyar, Member, Municipal Council, Alleppey. A Sanskrit School should be established at Tuckalai also.

The Members from Central and North Travancore, who referred to the disproportionately high expenditure on irrigation and communications in South Travancore, did not probably know that land tax in Nanjinad was as high as Rs. 25 per acre and the heaviest in the State, while in the Quilon Division the tax was only Rs. 2 or 3 per acre, and in the Kottayam Division as low as Re. 1 per acre. The

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expenditure on the Kodayar Project was counterbalanced by the outlay on the Trivandrum-Shencotta railway, the Varkala tunnels, and various canals and roads elsewhere. The Nanjinad ryots were entitled to all conveniences and facilities in the matter of irrigation and communication in view of the abnormal taxation.

Lands getting water only by percolation were in a disadvantageous position as they had to pay full water-cess but had no guarantee and no right to full water. Syphons should be constructed for the use of such lands.

The investigation of the question of raising the full lake level by three feet, ordered in G. O. No. 540/L. R. & F., dated the 13th January 1914, should be conducted without further delay.

The Member then gave the following list of works which he said were more or less urgently required :—

(i) Provision of other irrigational facilities in view of the inadequacy of the supply of water from the Kodayar. The irrigation tanks in the area commanded by the Kodayar Project should not be auctioned or otherwise disposed of.

(ii) Opening a channel to irrigate Perinchilampu from the P. P. channel at Kayalkara.

(iii) Early completion of the works done in Kuzhittalankonam and Putukkulam tanks in the Aruvikkara *pakuthi*.

(iv) Prevention of percolation from and breaches in the Pampurivaikal between Marutukurichi and Colachel and the strengthening of the embankments.

(v) Conversion of the Pampurivaikal bund from Valvachagoshtam to Colachel into a cart road.

(vi) Improvements to the Perinchilampu road.

(vii) Improvement of the road connecting the Padmanabhapuram-Tiruvattar road with the Tuckalai-Kulasekharam road at the second mile.

(viii) Improvement of the road to Tiruvarampu at the take-off at the second mile of the Kulasekharam-Tripparappu road.

(ix) Widening and metalling of the Kumarakoil road.

(x) Metalling of the Mulagumud-Palliyadi road.

(xi) Construction of a road from the Valvachagoshtam temple to meet the Palliyadi road.

(xii) Extension of the road under construction from Pattanikulam to Mulachil so as to meet the Charod road.

(xiii) Increase of maintenance grants to and better upkeep of—

(*a*) Tadikkarankonam-Mekkod road ;

(*b*) Mekkod-Tuckalai road ;

(*c*) Mekkod-Kulasekharapuram road ;

(*d*) Mekkod-Verkilampu road ; and

(*e*) Mekkod-Azhakiamandapam road.

(xiv) Construction of a bridge across the P. P. channel near Kokkod at the 9th mile.

The Member requested that the areas about the Mandakkad temple, Kumarakoil and Palliyadi should be made Conservancy Towns.

Grant-in-aid *vaidyasalas* should be established at Palliyadi and Chittirankod.

Police out-posts should be established at Padmanabhapuram fort, Kumarakoil, Palliyadi and Chittirankod.

The toll gate at Mekkod should be abolished as it penalised agriculturists.

Steps should be taken to establish a *vaidyasala* in each of the municipalities. Measures should also be taken for extending the benefits of such institutions more fully to rural parts.

DEWAN'S REPLY : Mr. Padmanabhan Tampi, in regard to your request for the establishment of a Lower Grade English School at Kulasekharam, I may say that one Mr. Parameswara Kurup has applied for permission to open a school and the matter is under examination by the Director of Public Instruction. Your other points on the subject of education will be taken up for consideration during the year.

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2. As regards irrigation, it is not easy to pronounce a definite opinion upon it straightaway. As to whether the Pechipara dam can be raised to provide a larger reservoir from which further water-supply could be drawn, it is a matter which the engineering authorities have still to work out very carefully in detail. Till that is done, it will be impossible to make any pronouncement upon it.

3. In regard to communications, I do not know that South Travancore needs many more communications. It is admittedly in a much better condition than other parts. These points will be considered after the greater and more pressing needs of other tracts have been met and as funds become available.

4. You have very carefully listed the subjects of local requirements and you may rest assured that each and every one of them will receive very careful attention from the departments concerned and will, when they come up before the Government in due course, be considered.

96. Needs of the Kalkulam taluk.

MR. KANAKKU SIVATANU PILLAI SUBRAHMANYA PILLAI (*Member, Kalkulam taluk, Group II*) represented that the construction of a dam across the Mampazhatanayar near the 16th mile of the P. P. Channel would serve not only to irrigate 1000 acres of *manamari* lands and enable the conversion into wet lands of 2,000 acres, but also prevent, on the one hand, damage to crops near the Mampazhatanayar by floods and on the other, the loss to ryots owning lands near the tail end of the channel arising from scarcity of water. The proposal would also render possible the scheme for water supply to Nagercoil, as suggested by the investigating officer who found that with the dam it would be possible to store water in a reservoir fifty acres in extent and take water to Nagercoil through a channel 40 ft. above the bed level of the dam. Mr. Horsley had orginally proposed the construction of supplemental reservoirs as suggested. The lands at the tail ends of the Irattakkara channel at Muttam, Rajakkamangalam, Azhakanvila and Santapuram would then no longer suffer from scarcity of water, and it would be possible to convert dry lands into wet and recoup the expenditure by levying water-cess.

The repairing, widening and maintenance of the P. P. Channel banks as cart-roads would be useful to the agriculturists for transport of manure.

The Eraniel-Muttam road, Villukiri-Tiruvitamkod road, Tiruvitamkod-Amaravati road, Monday market-Talakulam road and the Villukiri-Rajakkamangalam road should be widened, improved and metalled. The wheeled traffic on these roads was considerable as they converged to the Monday market. The extension of the Monday market-Talakulam road so as to meet the Eraniel-Muttam road, which required the acquisition of land for a length of only about two furlongs, the rest being *poramboke*, should be taken up as early as possible.

The receipts from the toll gate at Kuzhutturai had risen from Rs. 14,000 in 1095 to Rs. 45,000 in 1100, and the Government had now almost recouped the cost of the bridge. The further continuance of the toll gate for defraying the cost of maintenance of the Main Southern Road was unjust as it should be met from the general revenues. The motor car and the bullock cart had each to pay toll; the rate for the former was oppressive and should be modified so that one payment would be operative for 24 hours instead of one trip.

Special agricultural loans should be granted to the agriculturists owning lands on either side of the Valliyar and the Puttanar who suffered heavy damages during the floods of 1101. The allotment for the purpose earmarked for South Travancore should be used entirely for distribution in the Kalkulam taluk where the damage caused was almost as severe as that in 1099.

Mistakes committed at the revenue settlement were numerous and parties were in several cases obliged to seek their remedy in courts of law. There was considerable delay in the issue of *pattas*. Applications for the grant of *patta* had been pending for nineteen years. This delay caused incalculable hardship to the holders who were obliged to pay down at once the arrears of assessment for all the past years. The complaints in regard to Land Records Maintenance work revealed the

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